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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY

Rumania

REPORT NO.

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SUBJECT

Port Information: Constanta

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PLACE ACQUIRED

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DATE ACQUIRED

DATE (OF INFO.)

ORR NO.

DAS NO.

OCI NO.

DATE DISTR. 16 Dec 1954

NO. OF PAGES 2

NO. OF ENCLS.

SUPP. TO
REPORT NO.

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THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 (DIO, 8ND No 208-54).

2. Alphabetical Designators In connection with information reported herein, specific points of interest are noted on photograph of HO Chart No 4197 by the following alphabetical designators:

- A. Course Line of Approach
- B. Anchorage
- C. Berth
- D. Danish Merchant Freighter (three thousand tons)
- E. Polish Merchant Freighter (three thousand tons)
- F. Soviet Merchant Tanker (seven thousand tons)
- G. Naval Installation

3. Dates of Call Source visited subject port aboard a motor tanker 30 Apr - 4 May 54.

4. Cargo Vessel called subject port in ballast on 30 Apr 54, loaded 13589 tons of fuel oil for discharge Fredrikstad, Norway, and departed on 4 May 54.

5. Weather Average daytime temperature in subject port during visit was 75°F, with low of 50°F at night.

6. Anchorage Vessel was met by two naval patrol launches at a distance of eight miles, 090°T off breakwater light at 300310B Apr 54. Vessel followed course line of approach to harbor labeled designator A. Vessel anchored at designator B, where pilot boarded vessel. Anchorage was a sandy bottom.

ONI review(s)

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7. Pilot Boat Pilot came aboard from a US-type, diesel tug with high forecastle, named the SIRBU at 300615B Apr 54. Pilot spoke English and performed his work satisfactorily. Pilotage is compulsory and vessels may not enter harbor at night.
8. Berth Vessel berthed in petroleum basin at designator C. Soundings taken around vessel at berth showed 28'. Depth is greater at berth labeled designator F.
9. Boarding Inspection Boarding party composed of armed searchers, doctor, and woman tank inspector came aboard at berth. Inspection was thorough, and radar, cameras, and film were sealed. Radio was not sealed. Personnel conducting search showed interest in US magazines they found in crew's quarters.
10. Cargo Handling Loading was extremely slow and 70 hours were required to load 13589 tons cargo between 301830B Apr and 031500B May 54. Only two 8" lines were available on dock and at times during loading, cargo ceased flowing for no explained reason.
11. Surveillance Armed guard came aboard with pilot, remained beside him at all times, and was last to leave vessel upon departure. Armed sentries were on constant guard on the deck. All personnel leaving vessel even for painting hull had to present passports to gangway guard, which were returned to individuals when returning aboard vessel.
12. Merchant Shipping Present A Danish merchant freighter of approximately three thousand tons was loading grain at berth labeled designator D. A Polish merchant freighter of approximately three thousand tons was taking aboard a lumber cargo at berth labeled designator E. Several small coastal freighters of undetermined nationality were also loading lumber at berths adjacent to the Polish vessel. The seven thousand ton Soviet merchant tanker JOSIF STALIN was loading aviation gasoline for Sevastopol, USSR, at berth labeled designator F. She made two calls during period of source's visit to port. She arrived empty without ballast and loaded from six 8" lines in 15 hours. She was described as looking like a "skinny horse" because of ribs showing through hull, which possibly have resulted from navigation in ice.
13. Naval Activity Six destroyer-type naval craft with two stacks and prominent antiaircraft batteries, and approximately 350' in length were observed berthed along the west side of the East Breakwater at designator G. In addition, a sailing vessel and the KING CAROL yacht, both used as training vessels, were berthed at the same wharf. On 1 May 54 all naval craft along wharf were fully dressed and performed holiday exercises immediately outside harbor entrance. Loudspeakers carried propaganda speeches and music in the area of the naval installation.
14. Liberty Ashore Half the crew was permitted liberty ashore each night according to port regulations, provided their names appeared on a list submitted 24 hours in advance. Passports were given to gangway sentry and reclaimed when returning to vessel. A crew member was fined US\$70 for having lighter flints in his possession when going ashore. Crew members found little to do or see in city.
15. Departure Vessel departed subject port on 4 May 54 after a thorough search of vessel. Inspection party was searching particularly for stowaways, to the extent of searching the double bottom spaces. Pilot and armed guard were dropped at designator B.

Comment [redacted]: It is noted that [redacted] this report is not the same as [redacted] BIO, 6ND Report No 223-54. Therefore, this report confirms observations reported in that report concerning the presence on two occasions of the Soviet tanker JOSIF STALIN in subject port during source's visit during May 1954. This report further identifies the Soviet vessel's cargo as aviation gasoline, and her port of destination Sevastopol, USSR. It was reported previously that Soviet tankers are accorded preferential treatment in expeditious loading and discharge of formalities. The location of destroyer-type (DD) naval craft along the East Breakwater is also noted herein and in previous reports.

/On file in CIA Library is photograph of HO Chart No 4197 with appropriate alphabetical designators.

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